

BROAD-STREET LINE.

Progress Made by the Traction Company
Since It Began Work.

ONE HALF OF THE TRACK LAID.

Construction and Equipment to Be
of the Most Improved and Substan-
tial Kinds—Sketches of the com-
pleters of the New Railway.

The Richmond Traction Company is demonstrating its ability to build a street railway on Broad street. A force of nearly 200 hands, great piles of cross-ties, miles of the most improved girder-track, and the evidence it now offers. Some of the work has been done almost the entire length of the line, and about one mile of the extreme western end of the road has been built, while that part from the Chesapeake and Ohio depot up to the brow of the hill has been finished, and the street repaved, in accordance with the provisions of the ordinance granting to the Richmond Traction Company the right to build and operate a car-line on Broad street.

CONSTRUCTION AND MATERIAL.
The laying of the rails commenced November 1st last, a short time after the privileges were granted, and the officers of the company assured a Dispatch man last evening that the line should be in operation by the middle of April. It will be at once observed that this will be an almost phenomenal piece of railway construction, when the manner of construction and the character of the materials used in this instance are taken into consideration. In the first place, the street is being dug up for a depth of about two feet, and a foundation of concrete is laid. Upon this the stringers are placed, and these stringers carry the cross-ties, which are of the best white-oak. The rails being put down are the most improved second-hand rails. This rail is recognized as one of the best rolled for street-car purposes.

The power-house, which will be located in the valley near the city jail, will be a modern structure of its character, be-



MR. JOHN SKELTON WILLIAMS,
(President of the Traction.)
The equipment with the most improved machinery and appliances. The cars will be about 19 feet in length, and will have seating and standing accommodations for about 50 or 60 persons. They will be randomly furnished and fitted out, with broad platforms and wide doors. As to the motors, it is simply necessary, so far as persons acquainted with electrical matters are concerned, to state that the machines of the General Electric Company will be used. There will be, of course, two motors on each car, and these will have an aggregate of 150 horse-power. The cut appearing in this article is of one of the summer cars, but there will also be comfortably-equipped cars for the winter service. The first order even will be for about 25 or 30 cars, but this will soon be followed by another order, and they will be provided just as the demand increases. The present wooden poles in the center of Broad street will be taken down and substituted by iron poles, with arms to carry the trolley wires, and the electric lights will be placed above the arms of these poles. The extraordinary power of the motors will be made use of in pulling the cars to run up the heavy grades on Broad street with ease.

COLLATERAL LINES.
It is the intention of the traction company to commence work as soon as the Broad-street line shall have been completed on two or more collateral lines. A petition for privileges to construct a railway out Eighteenth street to Oakwood Cemetery has already been presented to the Council by that company, and it will shortly ask for permission to build a line out some of the West-End streets, so that its cars may reach the lake at the New reservoir. These branches will be constructed of the best material, and in a most substantial manner. The General Electric motor is no as yet in use on but a few of the road in this country, being a new and most modern improvement in the way of an electric motor, and the product of one of the greatest electrical concerns in the world.

The general officers of the traction company are men of integrity and high standing. They are known here and every one has faith in what they say they are going to do. The officers are as follows:

President, Mr. John Skelton Williams, of Richmond.
Vice-President and General Manager, Mr. W. M. Habington, of Petersburg.
General Attorney, Mr. Philip B. Shield, of Richmond.

Treasurer, Mr. R. Lancaster Williams, of Richmond.
Secretary, Mr. Everett Wadley, of Richmond.
Chief Engineer, Mr. A. Langstaff Johnston, of Richmond.

Mr. Langstaff Johnston, the chief engineer of the company, has been a prominent street-railway engineer ever since the practicability of applying electricity as a motive power was conclusively demonstrated by its successful operation on the line of the Richmond Union Passenger Railway Company, in this city, in 1887.

Mr. Johnston was born in Richmond, and was graduated from the Virginia Military Institute. Among the well-known instructors in that institution under whom he studied were Captain J. M. Brooke, famous for making the survey for the first Atlantic cable, and for a variety of scientific inventions, and the late Matthew Maury, whose celebrated writings are known the world over. After his graduation Mr. Johnston was employed with the contractors in the construction of the Chesapeake and Ohio railway, and he was assigned to important tunnel work, and acquired himself with credit.

In 1870 he was made city engineer of Manchester, Va., where he designed and established a system of street grades, and introduced to that city the first water works. From 1870 to 1880 he was engaged as assistant engineer on river and harbor improvements with Colonel William P. Craighill, now chief of engineers, United States army. In 1880 he constructed the Richmond and Seven Pines electric railway, and in 1880 he built the Richmond and Southside railway, and laid out, in connection with the railway, Woodland Heights and Forest Hill Park.

He has since that time constructed the New Orleans and Carrollton railway, twenty miles in length, the first electrically-operated road in New Orleans, and has engineered several other big set railways through the city. He has won distinction by the invention of a number of ingenious devices which are now well known in street-railway practice. Mr. Johnston is a member of the American Institute of Electrical Engineers, a member of the American Society of Civil Engineers, and a member of the Franklin Institute.

THE OTHER OFFICERS.
Mr. Everett Wadley, the secretary, is a man of fine business sense, and of great public spirit. He is the president of the Everett Wadley Company, and has been connected with a number of large enterprises of the city. He has for years been an active and enthusiastic worker in behalf of the Virginia State Agricultural and Mechanical Society, having been on the Executive Committee of that organization.

The treasurer of the traction, Mr. Robert Lancaster Williams, while quite a young man, is well known in financial circles. He was educated at the University of Pennsylvania. After his return to Richmond he was taken into the banking firm of John L. Williams & Sons. He is the author of several financial publications, including a graphic chart, giving a complete history of the

colony of silver in this country for the past 100 years, which attracted much attention among financial people here and abroad.

Mr. Edward Jones Williams, the superintendent, is a grandson of Dr. Francis T. Williams, of this city, and graduated with high honors from Stevens Institute, Hoboken, N. J., eight or ten years ago. He was general manager of the Talbot Machine-Works until several months ago, when he resigned and accepted his present position with the traction company. He has contributed to various engineering magazines, and has inven-

ted operations in the South. He is a man of the highest qualities in every respect, and pre-eminently stands for the active younger element in the financial houses of the South.

Mr. Williams is a director in many companies and institutions whose objects are the development and promotion of the financial, commercial, manufacturing, mining and railway interests of the South, among them the Citizens' Bank of Richmond; the Baltimore Trust and Guarantee Company, the Virginia and Tennessee Coal and Iron Company, and the Richmond Mica Company, and he is president of the Georgia and Alabama railway, an important trunk line extending from Montgomery, Ala., to Savannah, Ga., 240 miles.

THE VICE-PRESIDENT.
Mr. W. M. Habington, the vice-president, is devoting almost his entire time to the work of the traction. He is a man of affairs, but withal is courteous and affable, and a charming and interesting talker, who has friends in business and social relations all over Virginia. He was born and raised in Richmond. He is in his youth a familiar figure in all the boat-races here, and won a number of medals. He went into business in Petersburg, when a very young man, and is to-day the most successful man in his line of business in the State. He is one of the young men rapidly making names for themselves in business, and is now the president of the Petersburg Crystal-ice Company, and is one of the organizers and is the vice-president of the National Bank of Petersburg.

He is the president of the Roanoke Rapids Power Company, one of the largest water-powers of the South, which enterprise was carried successfully through the collapse of the boomers and the panic of 1893. He organized and fifteen months ago in interesting members of the Astor families in the enterprise, and one of them is now the treasurer.

Mr. Habington has located the two large mills on the property, one of which is now in successful operation, and the other, a mill which will consume about 8,000 bales of cotton a year, is now being constructed, and nearly finished. He built and erected the handsome block of brown-stone houses on the corner of Third and Grace streets, in this city.

ENGINEER JOHNSTON.
Mr. A. Langstaff Johnston, the chief engineer of the company, has been a prominent street-railway engineer ever since the practicability of applying electricity as a motive power was conclusively demonstrated by its successful operation on the line of the Richmond Union Passenger Railway Company, in this city, in 1887.

Mr. Johnston was born in Richmond, and was graduated from the Virginia Military Institute. Among the well-known instructors in that institution under whom he studied were Captain J. M. Brooke, famous for making the survey for the first Atlantic cable, and for a variety of scientific inventions, and the late Matthew Maury, whose celebrated writings are known the world over. After his graduation Mr. Johnston was employed with the contractors in the construction of the Chesapeake and Ohio railway, and he was assigned to important tunnel work, and acquired himself with credit.

In 1870 he was made city engineer of Manchester, Va., where he designed and established a system of street grades, and introduced to that city the first water works. From 1870 to 1880 he was engaged as assistant engineer on river and harbor improvements with Colonel William P. Craighill, now chief of engineers, United States army. In 1880 he constructed the Richmond and Seven Pines electric railway, and in 1880 he built the Richmond and Southside railway, and laid out, in connection with the railway, Woodland Heights and Forest Hill Park.

He has since that time constructed the New Orleans and Carrollton railway, twenty miles in length, the first electrically-operated road in New Orleans, and has engineered several other big set railways through the city. He has won distinction by the invention of a number of ingenious devices which are now well known in street-railway practice. Mr. Johnston is a member of the American Institute of Electrical Engineers, a member of the American Society of Civil Engineers, and a member of the Franklin Institute.

THE OTHER OFFICERS.
Mr. Everett Wadley, the secretary, is a man of fine business sense, and of great public spirit. He is the president of the Everett Wadley Company, and has been connected with a number of large enterprises of the city. He has for years been an active and enthusiastic worker in behalf of the Virginia State Agricultural and Mechanical Society, having been on the Executive Committee of that organization.

The treasurer of the traction, Mr. Robert Lancaster Williams, while quite a young man, is well known in financial circles. He was educated at the University of Pennsylvania. After his return to Richmond he was taken into the banking firm of John L. Williams & Sons. He is the author of several financial publications, including a graphic chart, giving a complete history of the

colony of silver in this country for the past 100 years, which attracted much attention among financial people here and abroad.

Mr. Edward Jones Williams, the superintendent, is a grandson of Dr. Francis T. Williams, of this city, and graduated with high honors from Stevens Institute, Hoboken, N. J., eight or ten years ago. He was general manager of the Talbot Machine-Works until several months ago, when he resigned and accepted his present position with the traction company. He has contributed to various engineering magazines, and has inven-

ted operations in the South. He is a man of the highest qualities in every respect, and pre-eminently stands for the active younger element in the financial houses of the South.

Mr. Williams is a director in many companies and institutions whose objects are the development and promotion of the financial, commercial, manufacturing, mining and railway interests of the South, among them the Citizens' Bank of Richmond; the Baltimore Trust and Guarantee Company, the Virginia and Tennessee Coal and Iron Company, and the Richmond Mica Company, and he is president of the Georgia and Alabama railway, an important trunk line extending from Montgomery, Ala., to Savannah, Ga., 240 miles.

THE VICE-PRESIDENT.
Mr. W. M. Habington, the vice-president, is devoting almost his entire time to the work of the traction. He is a man of affairs, but withal is courteous and affable, and a charming and interesting talker, who has friends in business and social relations all over Virginia. He was born and raised in Richmond. He is in his youth a familiar figure in all the boat-races here, and won a number of medals. He went into business in Petersburg, when a very young man, and is to-day the most successful man in his line of business in the State. He is one of the young men rapidly making names for themselves in business, and is now the president of the Petersburg Crystal-ice Company, and is one of the organizers and is the vice-president of the National Bank of Petersburg.

He is the president of the Roanoke Rapids Power Company, one of the largest water-powers of the South, which enterprise was carried successfully through the collapse of the boomers and the panic of 1893. He organized and fifteen months ago in interesting members of the Astor families in the enterprise, and one of them is now the treasurer.

Mr. Habington has located the two large mills on the property, one of which is now in successful operation, and the other, a mill which will consume about 8,000 bales of cotton a year, is now being constructed, and nearly finished. He built and erected the handsome block of brown-stone houses on the corner of Third and Grace streets, in this city.

ENGINEER JOHNSTON.
Mr. A. Langstaff Johnston, the chief engineer of the company, has been a prominent street-railway engineer ever since the practicability of applying electricity as a motive power was conclusively demonstrated by its successful operation on the line of the Richmond Union Passenger Railway Company, in this city, in 1887.

Mr. Johnston was born in Richmond, and was graduated from the Virginia Military Institute. Among the well-known instructors in that institution under whom he studied were Captain J. M. Brooke, famous for making the survey for the first Atlantic cable, and for a variety of scientific inventions, and the late Matthew Maury, whose celebrated writings are known the world over. After his graduation Mr. Johnston was employed with the contractors in the construction of the Chesapeake and Ohio railway, and he was assigned to important tunnel work, and acquired himself with credit.

In 1870 he was made city engineer of Manchester, Va., where he designed and established a system of street grades, and introduced to that city the first water works. From 1870 to 1880 he was engaged as assistant engineer on river and harbor improvements with Colonel William P. Craighill, now chief of engineers, United States army. In 1880 he constructed the Richmond and Seven Pines electric railway, and in 1880 he built the Richmond and Southside railway, and laid out, in connection with the railway, Woodland Heights and Forest Hill Park.

He has since that time constructed the New Orleans and Carrollton railway, twenty miles in length, the first electrically-operated road in New Orleans, and has engineered several other big set railways through the city. He has won distinction by the invention of a number of ingenious devices which are now well known in street-railway practice. Mr. Johnston is a member of the American Institute of Electrical Engineers, a member of the American Society of Civil Engineers, and a member of the Franklin Institute.

THE OTHER OFFICERS.
Mr. Everett Wadley, the secretary, is a man of fine business sense, and of great public spirit. He is the president of the Everett Wadley Company, and has been connected with a number of large enterprises of the city. He has for years been an active and enthusiastic worker in behalf of the Virginia State Agricultural and Mechanical Society, having been on the Executive Committee of that organization.

The treasurer of the traction, Mr. Robert Lancaster Williams, while quite a young man, is well known in financial circles. He was educated at the University of Pennsylvania. After his return to Richmond he was taken into the banking firm of John L. Williams & Sons. He is the author of several financial publications, including a graphic chart, giving a complete history of the

colony of silver in this country for the past 100 years, which attracted much attention among financial people here and abroad.

Mr. Edward Jones Williams, the superintendent, is a grandson of Dr. Francis T. Williams, of this city, and graduated with high honors from Stevens Institute, Hoboken, N. J., eight or ten years ago. He was general manager of the Talbot Machine-Works until several months ago, when he resigned and accepted his present position with the traction company. He has contributed to various engineering magazines, and has inven-

ted operations in the South. He is a man of the highest qualities in every respect, and pre-eminently stands for the active younger element in the financial houses of the South.

Mr. Williams is a director in many companies and institutions whose objects are the development and promotion of the financial, commercial, manufacturing, mining and railway interests of the South, among them the Citizens' Bank of Richmond; the Baltimore Trust and Guarantee Company, the Virginia and Tennessee Coal and Iron Company, and the Richmond Mica Company, and he is president of the Georgia and Alabama railway, an important trunk line extending from Montgomery, Ala., to Savannah, Ga., 240 miles.

THE VICE-PRESIDENT.
Mr. W. M. Habington, the vice-president, is devoting almost his entire time to the work of the traction. He is a man of affairs, but withal is courteous and affable, and a charming and interesting talker, who has friends in business and social relations all over Virginia. He was born and raised in Richmond. He is in his youth a familiar figure in all the boat-races here, and won a number of medals. He went into business in Petersburg, when a very young man, and is to-day the most successful man in his line of business in the State. He is one of the young men rapidly making names for themselves in business, and is now the president of the Petersburg Crystal-ice Company, and is one of the organizers and is the vice-president of the National Bank of Petersburg.

He is the president of the Roanoke Rapids Power Company, one of the largest water-powers of the South, which enterprise was carried successfully through the collapse of the boomers and the panic of 1893. He organized and fifteen months ago in interesting members of the Astor families in the enterprise, and one of them is now the treasurer.

Mr. Habington has located the two large mills on the property, one of which is now in successful operation, and the other, a mill which will consume about 8,000 bales of cotton a year, is now being constructed, and nearly finished. He built and erected the handsome block of brown-stone houses on the corner of Third and Grace streets, in this city.

ENGINEER JOHNSTON.
Mr. A. Langstaff Johnston, the chief engineer of the company, has been a prominent street-railway engineer ever since the practicability of applying electricity as a motive power was conclusively demonstrated by its successful operation on the line of the Richmond Union Passenger Railway Company, in this city, in 1887.

Mr. Johnston was born in Richmond, and was graduated from the Virginia Military Institute. Among the well-known instructors in that institution under whom he studied were Captain J. M. Brooke, famous for making the survey for the first Atlantic cable, and for a variety of scientific inventions, and the late Matthew Maury, whose celebrated writings are known the world over. After his graduation Mr. Johnston was employed with the contractors in the construction of the Chesapeake and Ohio railway, and he was assigned to important tunnel work, and acquired himself with credit.

In 1870 he was made city engineer of Manchester, Va., where he designed and established a system of street grades, and introduced to that city the first water works. From 1870 to 1880 he was engaged as assistant engineer on river and harbor improvements with Colonel William P. Craighill, now chief of engineers, United States army. In 1880 he constructed the Richmond and Seven Pines electric railway, and in 1880 he built the Richmond and Southside railway, and laid out, in connection with the railway, Woodland Heights and Forest Hill Park.

He has since that time constructed the New Orleans and Carrollton railway, twenty miles in length, the first electrically-operated road in New Orleans, and has engineered several other big set railways through the city. He has won distinction by the invention of a number of ingenious devices which are now well known in street-railway practice. Mr. Johnston is a member of the American Institute of Electrical Engineers, a member of the American Society of Civil Engineers, and a member of the Franklin Institute.

THE OTHER OFFICERS.
Mr. Everett Wadley, the secretary, is a man of fine business sense, and of great public spirit. He is the president of the Everett Wadley Company, and has been connected with a number of large enterprises of the city. He has for years been an active and enthusiastic worker in behalf of the Virginia State Agricultural and Mechanical Society, having been on the Executive Committee of that organization.

The treasurer of the traction, Mr. Robert Lancaster Williams, while quite a young man, is well known in financial circles. He was educated at the University of Pennsylvania. After his return to Richmond he was taken into the banking firm of John L. Williams & Sons. He is the author of several financial publications, including a graphic chart, giving a complete history of the

colony of silver in this country for the past 100 years, which attracted much attention among financial people here and abroad.

and patented a number of ingenious and useful inventions, which brought him high compliments from representative men in this country and in Europe.

Of the Board of Directors, Messrs. Henry A. Parr and J. William Mendenhall, as before stated, are Baltimoreans. The former is president of the Pinesville, Reisterstown and Emory Grove Railway Company, and is connected with many other railway enterprises in and around the Monoclonal City, while Mr. Mendenhall is of the well-known banking firm of Mendenhall, Oliver & Co.

Mr. Philip B. Shield, the general attorney of the company, is one of the most successful and energetic younger members of the Richmond bar, and it was due largely to his perseverance and management that the traction company won its big fight in the City Council, and received the franchise on Broad street.

Report of Home for Incurables for 1895.
(For the Dispatch.)

December 18, 1895, closed the first twelve months of the active life of this institution. During this year the house on Ross street, 1315, which can only accommodate eight patients, has sheltered ten inmates. One of these was a woman suffering from cancer, the other a gentleman, Dr. Flournoy, of Brunswick county, from paralysis. One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

One patient from a distant county was found to be not a suitable case for the house, and returned to his friends. One patient, a boarder, was taken home after three months. At present six patients are cared for at the home—two women, three men, and one child. The patients are from various parts of the State, and are of various ages and conditions. It is to be expected that the patients from Brunswick county, from paralysis, will be the most numerous.

Meyer's - 6th & Broad Meyer's - 6th & Broad Meyer's - 6th & Broad

For Semi-Annual